

Applicant : Jim Galer  
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In the Specification:

On page 1, please replace the paragraph starting on line 2 with the following new paragraph:

This application claims priority from and incorporates by reference herein U.S. provisional Pat. application Ser. No. 60/422,421, filed Oct. 30, 2002, entitled HORIZONTAL SLIDER WINDOW ASSEMBLY (Attorney Docket DON02 P-1009), and claims priority as a CIP of co-pending Pat. application Ser. No. 10/113,056, filed Apr. 1, 2002 (Attorney Docket DON02 P-965) in their entireties.

On page 14, please replace the paragraph starting on line 16 with the following new paragraph:

Referring to FIG. 22A, support system 219 includes a carrier 240, which supports sliding pane 218 in ~~track~~ rail 230 and, further, provides a means for coupling sliding pane 218 to drive assembly 290. As will be understood from the description that follows, carrier 240 is more robust than carriers heretofore known and generally provides a smoother movement for the sliding pane, as well as greater durability and increased fatigue resistance.

On page 15, please replace the paragraph starting on line 32 with the following new paragraph:

As best seen in FIG. 29, elongate body 242 of carrier 240 has a generally channel-shaped cross-section along its medial portion 242c and includes a base portion 260 with a pair of upwardly extending side walls 262 and 264 that define therebetween recess 244. Base portion 260 extends along the full longitudinal extent of body 242 and includes a generally planar bottom wall 260a and a pair of opposed grooves 260b and 260c which may provide guide surfaces for carrier 240 in the lower ~~track~~ rail 230 of lower horizontal member 222. In addition, grooves 260b and 260c may provide a snap-in attachment of carrier 240 into ~~track~~ rail 230. In addition, upwardly extending side walls 262 and 264 may include one or

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more ribs 262a, 264a, 262b, and 264b, which, further, provide guide surfaces for carrier 240 in ~~track rail~~ 230 of lower horizontal member 222 and tend to minimize binding of carrier 240 in ~~track rail~~ 230. Referring again to FIG. 22A, when carrier member 240 is inserted into ~~track rail~~ 230, sides 262 and 264 of carrier 240 engage the inner side surfaces of ~~track rail~~ 230 to thereby guide sliding pane 218 between its open and closed positions. Optionally, carrier 240 forms a snap fit mounting with ~~track rail~~ 230 to provide enhanced retention of carrier 240 and, hence, of sliding pane 218 in ~~track rail~~ 230. It can be appreciated that carrier 240 provides for an improved engagement between sliding pane 218 and the cable ends and, further, exhibits greater durability as well as greater fatigue resistance than heretofore known.

On page 16, please replace the paragraph starting on line 21 with the following new paragraph:

Referring again to FIG. 22A, window assembly 210 further includes covers 270 that are inserted into track 230 to provide a guide for wire 296 of cable 294 and, further, to provide a terminal for cable sheath 295 of cable 294. Covers 270 are releasably mounted to ~~track rail~~ 230 and may optionally provide a stop for sliding window pane 218 when moved to its open position, as will be more fully described below. Similar to carrier 240, covers 270 are formed, such as by molding, from a polymer, preferably a reinforced polymer, such as a glass or mineral filled or talc filled polymer. Suitable commercial available polymers include NORYL or CAPRON from General Electric.

On page 16, please replace the paragraph starting on line 29 with the following new paragraph:

Referring to FIGS. 30-35, each cover 270 includes an elongate body 272 with a pair of outwardly projecting structures or protrusions 274, such as lugs, which provide releasable attachment of cover 270 in ~~track rail~~ 230 by cooperation with corresponding receiving structures, such as slots, provided in the sidewall of ~~track rail~~ 230 (as best seen in FIG. 22A). In this manner, when covers 270 are mounted in ~~track rail~~ 230, covers 270 may

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provide lateral stops for carrier 240 to limit the range of movement of carrier 240 and hence sliding pane 218 between its desired open and closed positions. Referring to FIG. 31, elongate body 272 has a generally channel-shaped medial portion 275 defined by web 275 and flanges 275a, 275b which project downwardly from web 275 when cover 270 is inserted into ~~track~~ rail 230. Flanges 275a and 275b include enlarged portions 276a and 276b that define therebetween a wire guide 277a and a cable sheath terminal 277b. As best understood from FIGS. 31 and 34, each end 272a and 272b of body 272 includes a keyhole-shaped passageway 278 that includes an upper rounded passageway 278a and a lower elongate or slotted passageway 278b, which is in communication with upper rounded passageway 278a. Both passageways 278a and 278b define a linear path for cable 294. Rounded passageway 278a terminates at a general medial portion between extended flanges 276a and 276b, while elongated or slotted passageway 278b extends through flanges 276a and 276b to thereby provide a linear guide path for the respective ends of wire 296 of cable 294. It should be understood that although cover 270 is illustrated with having two cable wire guides and two cable terminals, cover 270 may include a single cable wire guide and a single cable terminal; however, for ease of manufacture and greater flexibility, it may be preferable for cover 270 to include left and right cable guide wires and terminals so that cover 270 may be used on either side of sliding window pane 218, as would be understood by those skilled in the art. Covers 270, therefore, in addition to providing stops for carrier 240 and sliding pane 218, also provide a cable management system that provides for enhanced retention of the cable in ~~track~~ rail 230.

On page 17, please replace the paragraph starting on line 21 with the following new paragraph:

Referring again to FIG. 34, extended flanges 276a and 276b have angled outer surfaces 279a and 279b, which optionally form camming surfaces. For example, when cover 270 is inserted into ~~track~~ rail 230, surfaces 279a and 279b may engage a corresponding structure or structures provided in ~~track~~ rail 230, which urge flanges 276a and 276b toward

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each other to thereby decrease the width of passageway 278a to thereby enhance the engagement of the cable sheath of cable 294. Furthermore, such engagement may provide frictional engagement of cover 270 by ~~track~~ rail 230. In addition, flanges 276a and 276b may include optional grooves, which extend along body 272 to provide an optional engagement structure for cover 270 with ~~track~~ rail 230, as would be understood by those skilled in the art.

As best seen in FIG. 35, flanges 276b (as well as flanges 276a) may be tapered at their respective ends 276d and 276c to provide a transition between flanges 276a, 276b, and web 275 to thereby reduce the local stresses on web 275.